

14. (NEW) A device for permanently controlling a ground for safety purposes and for preventing a risk of electrical shock to passengers on a self-guided public transportation vehicle running on tires along a metal guide rail on a surface, using at least one self-guiding assembly governing a movable directional assembly with at least one guide wheel traveling along the metal guide rail and utilizing electrical energy as a driving force, the device comprises at least two electrical contact elements separated from one another and in contact with the metal guide rail, the contact elements, together with a portion of the guide rail extending between the contact elements and a current passage detector, form a safety loop supplied by a low voltage electrical generator with terminals (BT+ and BT-), the detector furnishing a signal indicating whether the safety loop is one of open or closed depending upon whether electrical contact at a level of the contact elements is one of satisfactory or unsatisfactory, and when the electrical contact is unsatisfactory, either engaging safety elements or causing safety measures to be applied.

15. (NEW) The device according to claim 14, wherein at least one of the at least two electrical contact elements is supported by the self-guiding assembly.

16. (NEW) The device according to claim 14, wherein the low voltage electrical generator generates a continuous low voltage.

17. (NEW) The device according to claim 16, wherein the low voltage electrical generator generates a continuous low voltage of 24 volts.

18. (NEW) The device according to claim 14, wherein a first contact elements is electrically connected to a chassis and to a negative terminal (BT-) of the electrical generator and the other contact elements is connected to a positive terminal (BT+) of the generator through the detector, while the negative terminal (BT-) of the generator is connected to the chassis.

19. (NEW) The device according to claim 14, wherein a first contact elements is electrically connected to a negative terminal (BT-) of the electrical generator and a second contact element is connected to a positive terminal (BT+) of the generator through the detector, while the positive terminal (BT+) is connected to a chassis.

20. (NEW) The device according to claim 14, wherein each of the contact elements is one of a sliding or friction shoe (28, 29) that is displaced along the metal guide rail (2).

21. (NEW) The device according to claim 14, wherein the detector is a coil (33) of an electromagnet which actuates contacts of an interrupt switch (34).

22. (NEW) The device according to claim 15, wherein the contact elements are longitudinally attached on either side of at least one guide wheel.

23. (NEW) The device according to claim 14, wherein the contact elements are attached sequentially one behind the other on a chassis at a front of a series of the vehicles.

24. (NEW) The device according to claim 14, wherein the safety loop is provided at a front of a series of the vehicles with the low voltage electrical generator (BT+ and BT-) and another safety loop at a rear of the series with another low voltage electrical generator (BT+ and BT-).

25. (NEW) The device according to the claim 24, wherein the negative terminals (BT-) on the low voltage electrical generator are connected to each other and to a chassis.

26. (NEW) The device according to claim 24, wherein the negative terminals (BT-) on the low voltage electrical generators are connected to each other and the positive terminals (BT+) are connected to each other and to a chassis.